VOLUME 46......NO. 16,092.

THE ACCIDENT ON THE ELEVATED.

The accident on the "L" at the Fifty-third street curve is the happening of the long expected after a quarter of a century of immunity from all but minor casualties. This, in fact, is the first very serious mishap due to inefficiency of operation in the road's history.

Whether the accident resulted from mechanical defect or human carelessness is yet to be officially determined.

These deductions are, however, clear:

The "guard rail" of timber was a safeguard in name only.

Stronger couplings and heavier platforms would have held the train together and prevented the car from leaving the "L" structure. It was the light "trailer" which left the rails. A train of steel cars of modern pattern would, in all probability, not have parted.

With regard to the question of human culpability:

If the wrong signals were set, why was there no hand on the emergency brake the moment the mistake was discovered?

If, as alleged, the motorman took the curve at a speed of thirty miles an hour, he was guilty of criminal recklessness. How far did he follow go-as-you-please precedents? That "tremendous wrench" which preceded the accident has been felt before in only less degree.

The effect of the accident on the public mind will be all the more grave because of its occurrence at a time when former fears had been lulled to a feeling of fancied security. The demand on the Interborough management will be to give that fictitious security some substance of reality by the use of newer rolling stock and better operative safeguards.

EVER GREATER NEW YORK.

By the estimate of the State census enumerators Greater New York has now 4,140,622 people, an increase of 703,420 over the Federal census figures of 1900.

That is to say, in five years the city has added a San Francisco and a Buffalo combined, or two Cincinnatis, seven Albanys, a dozen Hobokens. This is progress in municipal population to which no known parallel exists In the world's history. All roads led to Rome, but Rome had no ocean liners to add their quota of humanity seeking new homes.

The time when we shall outstrip London and become the world's metropolis is now measurably near.

According to Dun's figures the cost at wholesale of a year's supplies of all the necessities of life for a single individual-meats, breadstuffs, food of all kinds, clothing, metal and miscellaneous requirements—was for last year \$97. Adding to this the retailers' profit in a city in which the cost of living is very high, this total may be reasonably placed at \$125.

Thus the 700,000 of new mouths to feed and bodies to clothe necessitate the purchase every year from the retailer of material to the value of \$87,500,000.

Where is this enormous sum to be obtained? What new industries what increase of old, must be necessary to provide it! Within five years additions have been made to the volume of retail trade greater than the entire assessed valuation of Rhode Island or Virginia. To the clothing dealers of the city there is a yearly addition of \$14,000,000, to the butchers \$8,000,000.

To house these newcomers five in a family would require 140,000

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Which nearly 5,400 seven-story single flat-houses a lead pencil correctly. Girls are not such as mending the old kitchen clock or replacing a rung of her favorite dustrial sense is given as the explanation or replacing a rung of her favorite dustrial sense is given as the explanation or replacing a rung of her favorite dustrial sense is given as the explanation of the response is given as the res would be needed.

A single annual visit of each one to the theatre, occupying orchestra seats, would increase the box office receipts by \$1,400,000.

A single ride of each on a surface car in a year would add \$35,000 to the company's income. Assuming that at least one in five has become a regular patron of transit lines, it would be interesting to know how many new cars, "L," surface and Subway, have been put in use to accommodate them. The increase of population by 420,000 in Manhattan and the Bronx helps to explain the present congestion of all means of transit.

What is known as "the industrial woman and her possibilities. "It all depends upon the woman and what themselves for display of mechanical genius. Um sure countries themselves for display of the professor or a hatpin, or some other woman who live alone themselves for display of themselves for disp

Bronx neips to explain the present congestion of all means of transit.

The fact that more than 10 per cent. of this new population has gone theories, and it is claimed that this state of affairs is simply the result of habits extending through century after century. It is supposed that the habit of whistling was cultivated by primipled which are at all adequate to the derivation. plied which are at all adequate to the demand.

When Woman Rules the Roost-No. 7.

By J. Campbell Cory.



The Same Old Story.

DO WOMEN LACK THE "INDUSTRIAL SENSE?"

nine inquiry.

you know. I would not like you | was introduced into certain religious an excels in driving it crooked. How- of ejecting the ball with great force Tribune.

or replacing a rung of her favorite dustria' sense is given as the explana- large. supposed to know how."

It is proverbial that there are a number of apparently simple things girls what is known as "the industrial sense."

or replacing a rung of ner lavorite dustrial sense is given as the explanation.

Gustrial sense is given as the explanation.

Few women can accomplish the pulling of a cork easily Possibly she could manage the pulling gracefully if she could insert the corsciew successfully.

Highest Balloon Ascent.

edges be accounted for-that she is not ball is cuite impossible to a woman.

she invariably breaks the cork and then Highest Balloon Ascent.

tive man as a signal while hunting ones—never. And then man "jest natuAlso the records show that whistling rady" drives a nall straight, while womcontempt on the fair sex, is not capable feet.

half so well if you could sharpen a pencil just like a man."

ceremonies of the early days, and in
these woman was not considered
these woman's.

How can a woman's aversion to sharp
adopted by a man when throwing a

their climbing well. When the bother

one of them became completely uncontill the balloon had dropped to 16,000

THE PRICE OF PEACE.

By Nixola Greeley-Smith.



HE other day it was announced that the only reason the Nobel prize will not be awarded to President Roesevelt this year for his services in the cause eace is that the award had to be made in February

the President had made himself eligible for it. iternational amity could be. I refer to the husband of ne assertive female who lets himself be henpecked or he meck Griselda who suffers in silence the steady, in-

other who pays usurious rates of meekness and mild surrender as the price of Peace, one who bullies and the other who is patiently bullied? We have all heard that in the clash matrimonial it is always the superior that yields. And it may be that pleasing unction that soothes the feminine surrender we so often see or the masculine knuckling under that we as frequently deplore.

Is there not among nearly all the married couples we know one or the

Still, if the defeated in these domestic turmoils were to put as much store on preserving their self-respect as Russia did, matrimony would be one long pitched battle instead of a series of skirmishes.

I know a great many women who, it seems to me, pay too much for peace. And I suppose every man numbers among his male friends similar ve tims of domestic usury. There are so many wives and daughters and sisters that surrender

their most inalienable rights in the daily jangle rather than have its echo reach the house maid or the woman in the next flat.

Furthermore, we know that our familiar friend Mr. Nagg and his illustrious predicessor, victim of the Caudle curtain lectures, were no mere figments of an author's brain.

But a woman always pays more for peace than a man. For he at east can fight and run away, while she has to stay right on the battleground and minister to her wounded pride and bury a few illusions slain in the struggle

Mr. Nagg can always put on his hat and go out even though it be o'clock in the morning. The feminine victim has no such privilege and herefore the price she pays for Peace is higher. "Peace hath her victories no less renowned than war," and a woman generally wins them. The Nobel peace prize ought really to be awarded to the wife of an exacting husband who doesn't have a quarrel with him in a year.

This Man Walks in the Water.



Taking a Stroll in the Thames.

HILE many inventive geniuses are devoting their abilities to devising means for folks are employed with more terrestrial inventions. One of these, a tailor named McEvoy, of London, has com-pleted an equipment which enables him to walk, not on the water, but in it. The pictures here reproduced from London Sketch show the invention and Mr. McEvoy's method of using it. The apparatus consists of a coat with an of specially analysis waist and a pair gresses through the water. of specially constructed gaiters. These gaiters, each of which weighs two



Mr. McEvoy in His Water-Walking Costume.

pounds, are fitted with brass wings, which open and shut as the wearer pro-

The First Steam Engine.

sciousness for brief intervals. They engine that could be used for practical for any more elaborate purpose than to continued to ascend to 33,790 feet, when purposes. As a matter of fact, instead pump water out of the earth, and it of celebrating the first centennial of was left to Watt to invent a condenser scious and could not be aroused. The the invention of the steam engine the whereby he was enabled to reduce other, after opening the valve, also be- world should be celebrating the second steam to water again for further use. came insensible, and neither recovered century of this invention, for in 1705 In Germany the first machine was two Englishmen named Thomas New-comen and John Cawley took out a Baron von Erlachen.

THE credit of having reached the highest altitude in a balloon is given to Mr. Bersen and Dr. Suring, of Berlin. They first went up to the height of 30,000 feet, losing content that solutions are that could be used for practical for any more elaborate survey.

AYESHA:

SYNOPSIS OF PRECEDING CHAPTERS.

CHAPTER VI. The Avalauche.

though we were to such conditions through long years of travelling, its continual glitter affected our eyes The morning of the seventh day

found us in the mouth of a defile which wound away into the heart of the mountains. As it seemed the only possible path, we followed it, and were much cheered to discover that here must once have run a road. Not that We could see any road, indeed, for everything was buried in snow. But that one lay beneath our feet we were certain, since, although we wound along the edge of precipices, our path, however steep, was always flat; more-over, the rock upon one side of it had often been scraped by the hand of man. Of this there could be no doubt, for as the snow could not cling here. we saw the tool marks upon its bar

At length on the tenth day we reached





BY H. RIDER HAGGARD

Author of "She," "Allan Quatermain," "King Solomon's Mines," etc. | flected with dismay that unless wotoward which we headed.

Between us and the mouth of the could shoot something our commissariat gully rose, or rather sank, an abso- was now represented by the carcass of

down the face of the precipice like a petrified waterfall, but whether or no it reached the foet we could not discover. At any rate, to think of attempting its descent was out of the could see nothing, while the yak began question. From this point onward we to low in a terrified manner. But if we out see that the precipice increased could not see we could hear and feel. in depth, and far as the eye could The cracking had ceased and was fol-

lutely sheer precipice that seemed to our old friend the yak. Then we be three or four hundred feet in depth, wrapped ourselves up in our thick rugs and at its foot we could hear the sound and fur garments, and forgot our miseries in sleep. So we turned to the right and It cannot have been long before day-marched along the edge of the preci-light when we were awakened by a

pice till, a mile or so away, we came to sudden and terrific sound, like the plee till, a mile or so away, we came to such that a small glacier, of which the surface crack of a great cannon, followed by was sprinkled with large stones frozen thousands of other sounds, which might into its substance. This glacier hung be compared to the fusillade of mus-

reach was absolutely sheer.

So we went back again, and searched most sickening sound. I think, to which to the left of the road. Here the moun- I ever listened. This was accompanied